

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY, the 17th June,
at 5 P.M.,
at the Fountain, opposite the City Hall,
FOUR WALTERS,
(including "FAVOURITE ROSE" and "FAME")
ALSO:
4 CHINA PONIES and 1 ARAB HORSE
suitable for Polo and broken to Single and
Double Harness.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th June, 1901. [631c

HONGKONG JOCKEY CLUB.

MEMBERS of the HONGKONG JOCKEY CLUB interested in the obtaining of AUSTRALIAN WALTER GRIFFINS for the NEXT RACE MEETING are requested to attend a Meeting convened to take place at the OFFICE of the Honorable C. P. CHATER, Victoria Buildings, Queen's Road Central on MONDAY NEXT, the 17th instant, at 5 P.M. It is earnestly hoped that the Meeting will be a representative one and that any who may be unable to attend and who are desirous of subscribing for Ponies, will at once communicate with the Undersigned who will be able to give them all information, as the list must be closed and the number of ponies to be ordered decided upon at the above Meeting.

GODFREY C. C. MASTER,
for T. F. HOUGH,
Clerk of the Course, (Absent).
12, Queen's Road Central,
Hongkong, 15th June, 1901. [628c

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$500,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS,
Local Manager.
10, Des Voeux Road, Central,
Hongkong, 23rd May, 1901. [549c

SAILING VESSEL FOR SALE.

OFFERS are invited for the purchase of an American Ship "SEA WITCH" as she now lies in this Harbour, fire damaged.
Apply to
LAMKE & ROGGE,
or to the Master, on Board.
Hongkong, 15th June, 1901. [629c

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship
"WÜRZBURG,"
Captain Schuler, will be despatched for the above ports, on MONDAY, the 17th instant, at 5 P.M.
This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 15th June, 1901. [630c

FROM HAMBURG, ANTWERP, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship
"WÜRZBURG,"
Captain Schuler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 15th June, 1901. [632c

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVISE FREE. [1453b

NOW READY.

THE
SPECIAL DESCRIPTIVE
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.
PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.
The Special Edition will be mailed to any

Intimation.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 15, 1901.

REUTER'S TELEGRAMS.

GERMANY AND CHINA.

LONDON, June 14th.
Lord Cranborne's confirmation of the presence of a German garrison at Shanghai has caused considerable uneasiness.

Lord Cranborne will be re-questioned on the subject, and unless explanations are satisfactory, the opportunity will be taken to raise a debate.

BRITISH SOUTH AFRICA.

Mr. Balfour declares the rumours of peace unfounded.
There are 17,000 Boers still in the field.

THE CHINA QUESTION.

Lord Cranborne states that the commanders of the allied forces in China, consider a garrison of 6,000 men necessary, exclusive of the Legation guards.

TRANSVAAL FINANCES.

Sir David Barbour's report upon the finances of the Transvaal recommends that a tax of ten per cent. be imposed on the profits of the mines.

THE ROBBERY OF THE BANK.

RECOVERY OF \$358,000.

We have received the following letter from the Hongkong and Shanghai Bank:—

June 15th, 1901.
Dear Sir,—At the request of the Chief Manager, I beg to advise that a telegram has been received from our Singapore Branch stating that \$238,000 of the stolen notes have been recovered at Colombo.

Yours faithfully,
H. W. FRASER.

WEATHER REPORT.

The Observatory report says:—
On the 15th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is high over the E. coast of China and relatively low over the N. part of the China Sea. Gradients slight to moderate for E. winds on the China coast, and for S.W. winds over middle part of the China Sea.
Forecast:—Moderate or fresh S.E. to E. winds; showery.

LOCAL AND GENERAL.

The pilgrim season has evidently set in strong. The Penang paper says the s.s. *Alcinor* arrived from Jeddah on the 3rd inst. She brought 721 men, 205 women and 62 minors. Four deaths occurred during the voyage.

As will be seen in another column, a meeting of members of the Hongkong Jockey Club will be held at Victoria Buildings, Queen's Road Central, on Monday next (17th inst.), to arrange for obtaining Australian Waler Griffins for the next Race meeting, and all members who can

We call our readers attention to an advertisement of a sale by Messrs Hughes and Hough on Monday next, near the City Hall, of four Walters and four China ponies, and an Arab horse, suitable for polo.

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
1. Overture, "Zazou" Suber.
2. Selection, "The Girl of the Year" Planquette.
3. "Chantilly" Waldteufel.
4. "The Flight of the Dove" Beethoven.
5. "The Girl of the Year" Planquette.
6. "Dance" "The Girl of the Year" Planquette.
7. "The Girl of the Year" Planquette.
8. "The Girl of the Year" Planquette.

THE result of crushing operations at Raub for the month of May is stated as follows:—
Stane Crushed—2,650 tons.
Smelted Gold obtained—1,463 oz.

In addition to the above 55 oz. gold were obtained from trial crushings of some very low grade ore. Total return for the month, 1,518 oz. smelted gold.

AN Indian paper says:—A small Committee composed of Major Fegen, R.A., President, Major D. M. Thompson, Commissariat Department, and Captain C. H. Gough, Remount Department, will shortly assemble at Calcutta to class the mules arriving from China with a view to their disposal for mountain battery and transport work. Between three and four thousand mules in all have been purchased under General Gaselee's orders in China, and these will be shipped in batches to India during the next few weeks.

MESSRS. Kuhn, and Komor of the Japanese Art Depot are exhibiting a two-fold hardwood screen to-day. This specimen of Japanese art was on view at the Paris Exposition, marked at 6,000 francs. Over 6 feet high, mounted on castors to enable its heavy weight to be moved freely, it is heavily carved on the borders. The panels are occupied on one side by two life size pigeons in raised work in Mother of Pearl and Ivory, and on the other by a cock, hen and chickens. The workmanship is exquisite, nothing equal to this sample of art has yet been seen in Hongkong.

A JAPANESE contemporary says:—The premises of the Mitsui Bishi Bank in Tokyo presented a very animated scene on the 29th ult., and a doubtless continue to be crowded for some days, as the Bank is engaged in paying their half-yearly dividend to the shareholders of the Nippon Yusen Kaisha. The amount to be paid across the counter is thirteen hundred and twenty thousand yen, and as the shareholders are naturally anxious to re-invest the money or otherwise utilize it as speedily as possible, the Bank is always crowded during the days immediately succeeding the semi-annual meeting.

APPARENTLY Chinamen keep their characteristic sympathy with sick folk and victims of accidents, in Siam as well as in Hongkong. A recent *Free Press* says:—A Chinaman walking down the New Road near the Bangrak police station yesterday afternoon suddenly dropped down and to all appearances was breathing his last. A number of gaping "Celestials" gathered round the unfortunate man and seemed to rather enjoy the sight than otherwise, but a Siamese youngster played the part of a good Samaritan, for he at once discovered the cause of the malady and promptly secured some opium which he administered to the unfortunate man. No sooner was this done than the "patient" arose, recovered and went on his way.

THE *Nagasaki Press* says:—The trial working of the machinery in the roll and plate iron factory of the Japanese Government Iron Foundry at Yawata, Fukuoka, was made on the 25th of last month with success. The manufacture of metals will be commenced in a week or two, and the inaugural ceremony will take place in October next. The total quantity of iron ore which has already arrived at the foundry amounts to 56,989 tons, of which 16,120 tons came from the Tayeh mine, China, 32,194 tons from the Kamaishi mine, 8,200 tons from the Yanagihara mine, 95 tons from Korean mines, and the remainder from various home mines. It is reported that the ores, except the output from the Tayeh, Kamaishi, and the Yanagihara mines, have all been procured for trials at the Government works.

A BOMBAY paper reports:—The Coroner, Mr. P. Byrne, held an inquest at Bhuleswar as to the death of a male child, named Luxmishankar Vasudeo, aged 18 months. Recenly the child was lying asleep in a cradle in the room of a house at Bhuleswar. The sister of the deceased, by name Bachoo, aged 13 years was in the room at the time, while the deceased's mother was drawing water from the well in the house. In the meantime a monkey jumped into the room. It immediately caught hold in its mouth of the deceased's left hand, which was hanging out of the cradle, and tried to drag the child away. The deceased cried out. His sister beat the monkey, and tried to drive it away, but in vain. She then raised an alarm. Hearing her screams people came, when the monkey bolted. It was then found that the child was severely bitten and was bleeding. Medical aid was secured, but the child died. The jury found that the death of the child was caused by the monkey, the result of being bitten

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be most obliged for any information from our readers tending to keep the column up to date.

Mr. Clement E. Stretton in his "History of the Midland Railway," published by Messrs. Methuen, tells why goods trains are run on Sundays:—The "heavy fast goods trains" composed of covered vans or wagons sheeted over, which may be seen making their way up to London on Sunday, consist almost entirely of "perishable food traffic," such as fish, meat, milk, fruit, game, eggs, butter, bread, and the like. London, with its five millions of people, has practically no reserve of food on hand. If it were possible for one Sunday to stop these trains running for twenty-four hours the result would be that on Sunday and Monday morning the people of London would be starving. The exact total value of the food carried by all the lines into London on Sunday is very great, and taking that over the Midland only, it is worth about £30,000 each Sunday.

OUR fashionable London cousin predicts (says a writer in the *Liverpool Post*) that in consequence of the disastrous effect which the wearing of black garments has on the average complexion, the practice of rouging will be resorted to in a manner hitherto unknown in the annals of feminine folly. We venture to assert, that for the modern society came to excel her predecessors in this respect would be, in the language of Mrs. Bloss, "impossible." Ever since the days when Jerebel "painted her face, and tired her hair, and look out at a window," the paint-pot and the powder-puff have been the never-failing resource of those who

With curious arts dill charms revive,
And triumph in the bloom of fifty-five.
But there was one epoch of our history when these top-dressings were metaphorically speaking, laid on with a trowel, and though we may emulate, we shall never surpass the ladies of the eighteenth century, in the liberal use of cosmetics.

A RECENT *Mandarin Herald* says:—There seems to be very little honour among some people and where money is concerned very much less. Four Chinamen got it into their heads to run a pawn-shop in China Street; this they did in harmony for some little time, when one of these Celestials wishing to go one better than his confreres, one fine morning disappeared from the field of his operations with valuables to the extent of Rs. 6,000, which were pawned to the shop by a number of impecunious individuals, mostly women. Report of Mr. Johnny having decamped has been made to No. 8 Guard and enquiries are being made. All pawn shops in Rangoon and the big towns are licensed by their several Municipalities, and this, we presume, is only done in the case of known and respectable residents. We would like to know if the Mandarin Pawn Shops are licensed and if not, why not? The matter of pawn shops we believe, once came before our City Fathers, but without giving the matter due consideration those that were disposed to support it were out-voted on its introduction.

THE *Straits Times* of the 4th inst. reports a case of overcharging by a sampan-man, a very common occurrence here. It appears that a Mr. Palmer, a travelling agent for a firm of jewellers, recently went aboard a steamer with a bag containing jewellery to sell on board. After completing his business he got into the sampan, again and told the coolie to take him to Johnston's Pier. Before reaching the Pier, the Chinaman demanded \$1 as fare, but Mr. Palmer gave him forty cents and told him he would not give him any more. The coolie then threatened to kill Mr. Palmer and, seizing him by the leg, attempted to throw him overboard. Mr. Palmer struck out and hit the Chinaman on the nose. The sampan coolie then seized his oars and started rowing as hard as he could in the direction of the river, saying at the same time that he intended to kill Mr. Palmer. Just near the entrance of the river one of the Master Attendant's gigs was met with coming out of the river. Mr. Palmer called for assistance and the lascars in the gig shouted to the coolie to stop rowing. The coolie, however, tried to escape and the gig gave chase and captured the Chinaman. He was taken to the Master Attendant's office and detained there.

COMMENTING on the last gathering of the Primrose League, the *Pall Mall Gazette* says:—The annual meeting of the Primrose League was, as usual, a great success, and Mr. Balfour and Mr. Wyndham were in excellent form. The Radical press is very bitter over it and says ungalant things about the Primrose Dames which those ladies can afford to ignore with a smile. They know that when a leader-writer with an angry Radical heart describes them as "motley crew of bedizened triflers, masquerading in the fancy dress of a spurious patriotism," the words, though carefully selected with a view to effect, have barely any meaning. Mr. Balfour was happier in his phrases than the angry leader-writer when he spoke of the attempt of the Irish Nationalists to bore us into granting them Home Rule, and Mr. George Wyndham was at his best when he likened Sir William Harcourt to the degenerate pigeon which became a dodo because it elected to remain on one island. The result of the Monmouth Boroughs election naturally put the dames and knights of the Primrose in exceptionally good heart, and it may also have had its effect on the extreme billiousness of the leader-writer to whom reference has already been made. The highest compliment to the good work done by the League is the bitter

THE BEACONSFIELD FIRE.

This enquiry was proceeded with this morning by Mr. Hazeland, J.P., and Mr. Deveny, J.P. Private Kent, recalled, and remembered being at the Criterion about 12.30 on the 1st June. He wore the Criterion with Reid and Hewish. Shortly afterwards P. C. Deveny arrived. Reid said, He went to Da Rosa's house about 8.30, and remained there about half an hour.

Mr. Da Rosa came in. Da Rosa stopped about ten minutes and then went out and he did not see him any more. Reid did not say the brother went out.

The witness told Reid he saw him (Da Rosa) leave the premises where the fire occurred about 9.30, about 5 minutes before the fire, Reid said, He was not going to get himself into trouble about it.

He spoke to Reid in the presence of the Tuesday. Reid said in the presence of Insp. McLennan, P.C. Deveny and Hewish. He saw Da Rosa coming home about 9 p.m. Da Rosa went out. He heard someone coming in and said "good night Da Rosa"; he got no answer and went off to bed.

The witness did not know that Reid was going to give evidence when he met him in the Criterion Inn.

By Mr. Goldring.
He knew nothing of a statement made by Deveny.

Pr. Hewish said: He remembered going to the Criterion on the 1st June about 12 a.m. Reid made a statement. He said he was living in the same house as Da Rosa. Da Rosa came in about 9 p.m. stayed about 10 minutes then went out and he did not see him again that night. Kent said he had seen him (Kent) had seen Da Rosa leaving the shop about 9.30 p.m. Reid said if he was called he would tell the truth.

Witness was present in the Compound on Tuesday and heard Reid say, that Da Rosa came home about 9 p.m. went out again at 9.10, and he did not see him again. He heard a man coming upstairs and said "Good night Da Rosa" it but got no answer.

Mr. Robinson spoke on a legal point at some length and the Witness continuing said, I was going down Queen's Road on the night of the fire. I am a special constable. This was at 9.35. I saw two men leave the shop. I was in the centre of Queen's Road. The men were under the arcade near the door. They went as far as the corner and then came back. When I first saw them they were not a yard from the shop door. I was immediately opposite. When they came back they came out to the centre of the road. I was standing talking to an Artilleryman. The two men walked as far as the Chartered Bank and returned, going east. I then went to the New Victoria Hotel for a drink. I was in the Hotel about two minutes and then went and paraded at the Central Station at ten o'clock for special duty. I told Deveny at 10.10 that I had seen two men leave the shop about five minutes ago and now the shop was all in a blaze. I saw Kent the same night and told him.

By Mr. Goldring.—One of the men was dressed in white and one in dark clothes. About four yards from the shop stood a third man. All the other shops were closed and lighted off except in Ah Man, the tailor's, shop. I was watching the fire with Kemp.

Mr. Hazeland then gave his decision. He first quoted the sections of the ordinance, then commented on the evidence of private Kent and Hewish. He described their evidence as unsatisfactory and difficult of credence. He remarked on the improbability of Reid disclosing what he was going to say to chance acquaintances in the presence of a policeman in the Criterion Hotel. He thought it most extraordinary, to say the least, the action of P. C. Deveny. Here was a public constable informed of a most important piece of information and yet not imparting the fact until nine days after. Mr. Hazeland after carefully considering every aspect of the case in accordance with the ordinance, declared the enquiry closed, and ordered the premises to be released.

HONGKONG SHARE MARKET.

HONGKONG, Friday, June 14th.

Messrs. Benjamin, Kelly and Fotts, in their weekly share report state:—

The better feeling noticed in our last circular has prevailed throughout the week and a further appreciation in values of Hongkong and Shanghai Banks and Indo-Chinas has to be recorded. The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, has advertised its Fourth Annual Meeting for the 27th June. The transfer books will be closed from 21st to 27th instant, both days inclusive. Messrs. Campbell, Moore and Company, Limited will hold their Fifteenth Yearly Meeting on the 17th instant. Banks—Hongkong and Shanghai Banks have steadily improved their position and are in demand at 300 per cent premium. The London quotation is £61. Nationals are unaltered. Marine Insurances—Unions have been placed at \$340. China Traders have again been done at \$60 and more are offering. Yangtszes are nominally quoted at \$120. Fire Insurances—Hongkong Fires are quiet at \$350. China Fires Canton and Macao Steamboats have been negotiated at \$35. Indo-Chinas have absorbed much attention; as soon as it became known that the Company (12-1) and a bonus of 4 per cent (8-1) per cent demand set in and the stock quickly rose to \$140 at which figure a considerable number of shares changed hands. The market continued to improve and business was transacted at advancing rates up to \$147, but at the close, earlier operators show an inclination to realize and shares may now be obtained at \$145. Douglas Steamships have been disposed of at \$54, \$55 and \$56 and more are on offer at the latter price. China and Manilas, old issue, are wanted at \$62 after sales at the rate. Star Ferries can be placed at \$22 for the old and \$24 for the new shares. Be in fineries—China Sugars have been dealt in at \$136, \$138 and \$140 and have now enquiries at \$142. Luxons are procurable at \$37. Mining—Luxons are procurable at \$37. Rubus, owing to the more unfavourable report on the Mines, suffered a severe drop and shares were parted with at declining rates down to \$3, but have since slightly recovered and are now wanted at \$12. The result of the May clean up is 1,483 ounces smelted gold from 2,650 tons stone milled, and in addition 55 ounces of gold were gained from low grade ore, making a total return for the month of 1,538 ounces smelted gold. This beats the results of the previous four crushing and must be considered eminently satisfactory. Oivers are out of favour at quotations. The following telegram has been received from the Mines:—"During the month of May, mill ran 29 days; 680 tons of quartz crushed for a yield of 363 ounces refined gold; this includes amalgamation on plates. 6 cents. Docks—Wharves and Godowns—Hongkong and Whampoa Docks are a shade easier, and may be procured at \$322. Kowloon Wharves have been fixed at \$100. Lands—Hotels and Buildings—Hongkong Lands have been bought at \$100. West Point has changed hands at \$54. Kowloon Lands have found investors at \$30. Hongkong Hotels can

obtainable at \$133. China Providents have been taken off the market at \$9.85 and close with more buyers at the rate. Cotton Mills—The is no business to report and quotations are unchanged. Cigar Companies—Philippine Tobaccos have been booked at \$60. Miscellaneous—Green Island Cements after sales at \$19, are wanted at \$19. A. S. Watsons are offering at \$15 and wanted at \$21. It is probable that a dividend of \$2 per share and place \$1,500 to Reserve Fund. Ropes are in request at \$167. Manila Investments have been done at \$56 and there are further enquiries at \$56.

AT THE MAGISTRACY.

ASSAULT.

Fing Li, a coolie, went to prison for 10 days for striking a man with his carrying pole. The coolie struck a man with his carrying pole, as fortunately he received the blow on his head.

CONCEALING A PLAGUE CASE.

Mr. H. Woolley, Inspector of Nuisances, charged Kwok Sz and Mak Tung with neglecting to report a case of plague. Inspector Woolley said, I received orders to go to 41 Wellington Street, 1st floor, from where a death had been reported. I found a body in a very decomposed state in a cubicle. In a short time the 1st defendant came up and said she was the mother of the deceased. The patient had died on the 13th at 6 p.m. I sent the body to the mortuary. The body must have been lying there two days. There was a very bad smell.

The 2nd defendant was discharged, the 1st remained till Monday.

ANOTHER CASE.

Wong Tai was charged, with removing a dead body, P.C. 700 noid, he was on duty in Kowloon Road and saw the defendant and another man carrying a dead body. On seeing him they put down the body in the road and one man ran away. He arrested the other man. There was no house near. The defendant went to prison for 3 weeks' hard labour.

STEALING.

The Lo Sik shopkeeper charged Mo Sam with stealing a pongee jacket. The shopkeeper was lying on the counter when Mo Sam came in and saw the defendant feeling about inside the shop and caught him with the jacket in his hand. Showing how easy it is to explain these peculiar circumstances, Mo Sam said he meant to go into the next shop but took the wrong door; presumably the jacket jumped up and stuck in his hand. One month's hard labour.

CONCEALING PLAGUE.

Dr. Clark, M.O.H., charged Lai Kin with concealing a case of plague. After hearing the evidence, Mr. Kemp discharged the defendant.

SHIPPING CASE.

The master of the s.s. *Hilleglu* was fined \$25 for contravening the harbour regulations, he having dangerous goods on board, to wit, Sulphuric Acid. Sergeant Burchill prosecuted.

USEFUL FINES.

L. S. John Lander had a batch of chair coolies up for obstruction and persistent solicitation. They were all fined. A few more and this nuisance will abate.

THE PLAGUE.

Number of cases reported Chinese.....1,191
up till noon of the 14th Other Asiatics 37
June, 1901..... Europeans.....19
Number of cases reported Chinese.....18
during the past 24 hours Other Asiatics 1
Europeans.....2

Total number of cases reported to date 1,268

Number of deaths reported Chinese.....1,150
up till noon of the 14th Other Asiatics 22
June, 1901..... Europeans.....5
Number of deaths reported Chinese.....50
during the past 24 hours Other Asiatics 1
Europeans.....1

Total number of deaths recorded to date 1,202
Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....39
Other Asiatics.....6
European.....6
Total.....51

Deaths Chinese.....145
Other Asiatics.....4
European.....1
Total.....150

The plague returns for last week were:—
Cases.....161
Deaths.....155
The returns for 12th June, 1894, were:—
Total deaths to date.....1,761
New cases in previous 24 hours.....59
Deaths in previous 24 hours.....51
Patients under treatment.....unknown.

We regret to learn that Mr. John Brownhill died of plague at the Kennedy Town Hospital yesterday afternoon. The funeral was to take place at half-past five this evening.

Our morning contemporary reported the death of Mrs. Brownhill this morning, but we are pleased to say that we learn on inquiry that she is very decidedly better and has passed the most critical stage.

Mrs. Levy, a Jewish lady, who was admitted to Kennedy Town Hospital the other day, succumbed to plague this morning.

Miss Cecilia Almaro, a young Portuguese lady of only seventeen years of age, died of plague in the Kennedy Town Hospital to-day. She was removed to the Hospital on Thursday last in a comatose state, and never recovered consciousness.

We regret to learn that Mrs. and Miss Jane Herbst were removed to Kennedy Town Hospital yesterday evening, suffering from plague. On enquiry to-day, we learn that they are both doing fairly well.

We are pleased to state that the other European plague patients are all reported to be progressing favourably. It is to be hoped that we shall not be called upon to record any more seizures amongst the European community.

We hear that one Sanitary Inspector, on the Kowloon side, has no less than two thousand houses in his district and they are spread over a large area. How can anybody expect this man to keep an eye upon all these places in a time of epidemic such as the present? There should be at least ten men at the work. It is very much to be hoped that the reported cases represent only a very small percentage of those that occur.

Mails.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA.	TUESDAY, 18th June, at Daylight.
SADO MARU	KOBE and YOKOHAMA.	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 21st June, at Noon.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago; the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVALLI," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.

Hongkong, 15th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "PARRAMATTA," Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, with Bombay with Transhipment.

Parcel will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 8th June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE".....30th June.

"HUDSON".....about 17th July.

"JUPITER".....

"SATSUMA".....

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 15th June, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU".....TUESDAY, 18th June, at Noon.

"COPTIC".....THURSDAY, 27th June, at Noon.

"CITY OF PEKING".....SATURDAY, 13th July, at Noon.

"CABLE".....TUESDAY, 23rd July, at Noon.

"CHINA".....TUESDAY, 6th August, at Noon.

"DOUG".....THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rates.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago; the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

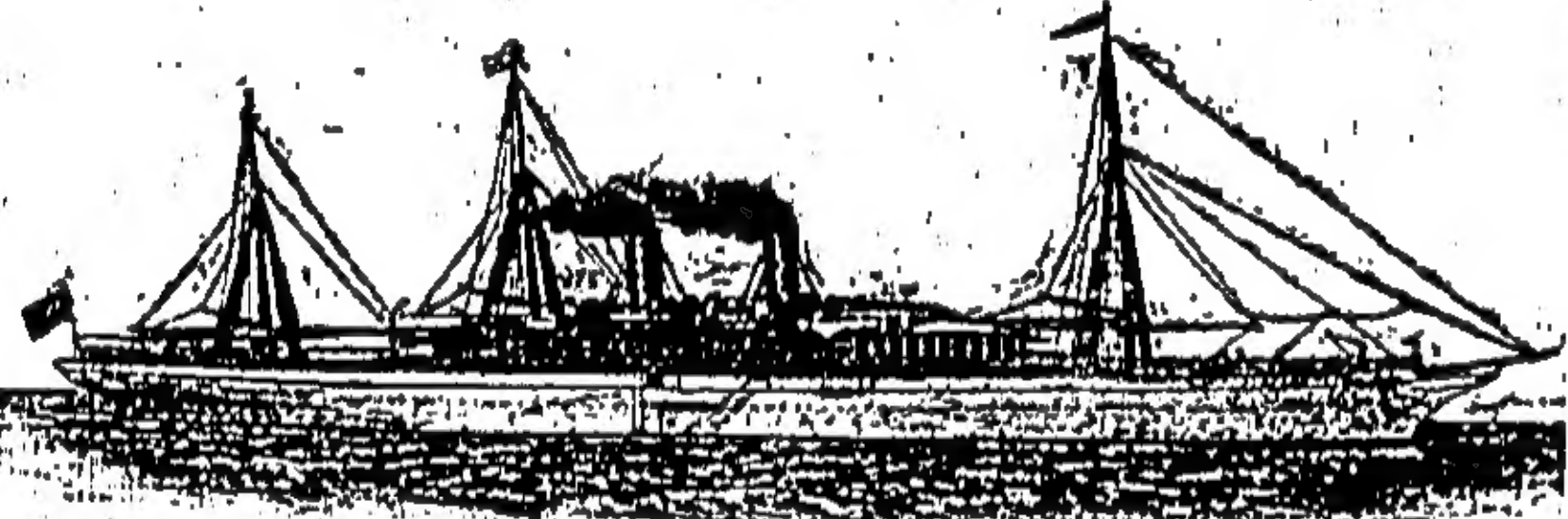
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Prater's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUEBERG.....	HAYRE and HAMBURG.	25th June. Freight.
SAMBA.....	(Calling at SINGAPORE and PENANG.)	
SCHMIDT.....	HAYRE, BREMEN and HAMBURG.	12th July. Freight.
WUERZBURG.....	(Calling at SINGAPORE and COLOMBO.)	
SCHUEDE.....	HAYRE and HAMBURG.	26th July. Freight.
ACILIA.....	(Calling at SINGAPORE and PENANG.)	
Y. Dohren.....	HAYRE and HAMBURG.	9th August. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 11, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WHAMPOA".....	21st instant.
TIENTSIN.....	"NANCHANG".....	22nd instant.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIWAN".....	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"IXIO".....	20th June.
"	"PELEUS".....	25th June.

S.S. "ALCINOUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, on MONDAY, the 17th instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"MACHAON".....	25th June.
"	"PROMETHEUS".....	15th July.
LIVERPOOL (DIRECT).....	"ALCINOUS".....	23rd July.
(Taking Cargo at LONDON RATES.)	"GLAUCUS".....	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 15th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, TO-MORROW, the 16th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atami, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 3,379 | about | June 20

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 18th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLENHARRY," Captain J. S. Stevenson, will be despatched for the above Port, on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 15th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, TO-MORROW, the 16th instant, at Daylight.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA," Captain Chizzo, will be despatched as above on TUESDAY, the 18th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain....., will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14

ABOVE NORMAL.

A TALE OF TWO FEVERS.

(Specially written for the "Hongkong Telegraph.")

By J. DALZIEL.

"Sixteen ships in South China, nine of them were 'Diamond K.' Old Song."

(Continued from last Saturday.)

"That night Captain McTurk was drowned. He had spent the evening at the Stevedore's and was entering a native *hambangan* to cross the harbour to his ship, when his foot slipped on the granite steps, and he plunged into the water. The boatmen said he never rose to the surface, as it was supposed he must have struck his head against the harbour wall. As it was not right and proper when such a misfortune befalls a merchant sailor, it was considered proved that he was under the influence of drink at the time.

After the first shock, the officers and men of the *Touquin* mourned him little; although a competent seaman, he had been a harsh and an ill man to serve. Besides, they soon had something else to think about. On Tuesday morning two of the A.B.s were unable to "turn to" in spite of the very energetic and forcible "persuasion" brought to bear on them by the Second Mate and the Bos'n. They persisted in the belief that they were "sick," the Mate came along; promptly diagnosed their case as malingering and did his best to break their ribs with his heavy boots. But it was no use; the men were too sick even to stand. So the unfortunate were allowed to crawl to their bunks; but not before they had been loaded with imprecations known to seamen if they failed to "see the mark" the following morning. That night they were both delirious, and when day broke in the sick-baiting fog, one, a young German, was dead.

This brought the Mate to his bearings; he went at once to the Health Officer of the port, when it required all his eloquence to induce that indignant official to visit the ship. When he arrived he was told in his condemnation of the manner in which the men had been neglected; so all hands held their first dose of quinine under his watchful eye, and by his directions a cot was swung in the shade of the poop awning for the sick man. The Mate, whose sense of the fitness of things was shocked at the idea of berthing a common sailor on the poop, the nautical holy of holies, was going to remonstrate; but the little Doctor would have none of it.

"Den I tell you, Mister Mate, if dat man stop in dat-dah-dah-house for pigs-one day more he will die. Most likely he die any day, I can't say; but for certain he die if he stop in dat-dah-dah-house!" and the choleric little Hollander mopped his brow and inflated features in deep disgust.

The Doctor left, after giving the Mate full directions how to treat any other cases of malaria that might occur, and with an ordinary amount of care the disease would probably have been kept under; but unfortunately, about this time the man to whom the Doctor naturally looked to see his instructions carried out, the man of all others who should have been fighting the fell disease, the man in charge, the Mate, developed symptoms of undue fondness for strong drink, a craving that too evidently had only been kept in hand by the iron discipline enforced by the little Commander. The Second Mate was only a youngster "just out of his time," and the Bos'n was an ignorant, opinionated being, with no knowledge of anything beyond "bolshing."

So after a spasmodic burst of activity, the Mate retired to his gin bottle, and in a few days more he relapsed into a state much as at first. The sick man on the poop kept improving slowly and there were no new cases. The ill-fated ship, but it did not fail. The fever held its hand, and the deadly scourge of the "wind-jammer" regained their usual spirits. Again Peter ventured to visit his lady-love, and Ching Chow's run-mill seldom wanted customers. From daylight to dark the creak of the hand winches and the rattle of the blocks was with them; and the baskets came slowly up the hatchways and went sliding away down the wharfs, while the weird chanting of the Javanese filled the cool dusk laden air. And every day five inches more of the *Touquin's* barnacle-encrusted side rose above the water.

Then one Saturday morning the sword fell. There had been a heavy rain during the night and much rain had fallen, and at day-break half the crew, nearly all of whom had been sleeping on deck, were down with the fever. The Second Mate was among the number. The Mate pulled himself together sufficiently to send for the Doctor, but the man of pills and powders, when he found how his advice had been ignored, simply washed his hands of the whole business.

"Dese men must go to the hospital! Or else die. It is no use my talk. All your sick men to the hospital must go! Such fools I never see. Mister Mate—go—Good-bye." And for the last time the indignant medico marched over the gangway.

A dull glare of dismayed astonishment appeared for an instant on the Mate's drunken features; then he turned abruptly on his heel, passed into his cabin, and slammed and locked the door.

The little crowd round the gangway looked at one another in dismay. "God blast the infernal little 'square-head'!" cried the Bos'n, "this is a nice hole he's left us in!"

"Na, na, Bos'n, ma men; dimma curse the Doctor!" said the Carpenter, a taciturn, grey-haired, old greenback. "Curse yer ain' foolishness. Wha' min among yo' ticks the slightest head o' yer minning, and it sticks in ma gizz, red he spoke plain enough. In me carrying on aboard this purr-ah-dish ship, since we cum' to this God-forgotten spot, hev been enough to bring a judgment on the hale ship's company. First the skipper, and then purr-ah-dish Hans; and now the Second Mate and a gude hilt the crew like to gang the same gate. I tell ye what it is. It's a judgement. That's what it is, a judgement!"

"Ach, drop up, 'Chips,' ye owid croaker! Ar'n't we allow enough in the mouth with our purr-ah-dish at us. It's a drop of the cruther we need moornin' and night to put the heart in us. Was'n't I talkin' to put the heart in us? Was'n't I talkin' to put the heart in us? Was'n't I talkin' to put the heart in us?"

"Who the devil's that?" said the gruff voice of that officer.

"It's me, sor—Patsy McGuire—and some of the min as would like to shake to ye, sor," replied the self-appointed spokesman.

"Get away from me door! Off to yer work, the whole lot o' ye! If I was n't sick, I'd come out and kick yer ribs in."

"Howly Moses, but the sickness must have taken him sudden! Ach, the drunken, baste, he's at it again. I can hear the glasses jinglin'!" said Patsy, in deep disgust, his ear at the

keyhole. Then to his messmates, "We'll shake him aisy this time. The ugliest av' am sometimes has the tender heart." Then uplifting his voice in an astounding wail, "Mister Mate, Mister Mate, open ver door for the love of Gad and shake to us before we're all dead with the fever!"

A roar of perfectly inarticulate rage, followed by the sound of breaking glass came through the door, then the words, "What are ye still there? Ye're drunk, ye bloody foun; ye're drunk, I tell ye. Away to yer work, or by all that's holy I'll shoot ye through the door!"

"Howly Mother, bhoys! D'ye think the devil has a gun?" asked Patsy, anxiously. "No, no, not mooch. It's only his way of talking, the 'plue-nose' swine!" said a big German.

Thus encouraged, the Irishman turned again to the door, but scarcely had his opening wail of "Mister Mate" passed his lips, than there came a explosion inside the room, and a bullet crashed through the panel of the door barely six inches from his nose.

The men lost no time in leaving such a dangerous neighbourhood, in fact the Irishman only stopped running when he gained the shelter of the lock's. "Ow, the baste," he panted. "The low, murdherin' baste! If me neck had been six inches longer it's a dead corpse O'd he this minute. Betwene gitting kilt wid the fever and shot wid the Mate, it's a swate ship this is for a daceit sailor-man wid a hankerlin' for a quiet life, and Oi know wan that's going to quit out of her whilst he has the chance."

"Dat's all right, Patsy; but how can ye get away? I g'v' away muchel quick if I can dis ship damned! Mine God! Mine God! Vat for we stop here to die?" cried the big German, the fear of sudden death shaking him like an ague.

The time occupied by this outburst, short as it was, sufficed for the Irishman to regain his natural coolness. Again he was the born schemer, the hereditary foe of all constituted authority. "Git the list of the min inside!" he said, "and Oi'll tell ye my plan."

The word was passed round the decks, and the sadly diminished crew of the *Touquin* mustered in the fore-castle; even the petty officers merging their dignity and joining the council, so strongly was the common danger felt by all.

"Now then, bhoys, it's lock's time," commenced the Irishman. "Me and Seider, here, thinks it's time for every man to cast hisself a man to live this unlucky old hooker; and if ye're all of wan mind, Oi can put ye in the way." He paused to look his shipmates sharply over. "Is there any dissentin' voice? Shake up! If there is, kindly go outside! Ye can't expect me to give my idee away till Oi'm certain ye're all wid me."

Again he paused. The old Carpenter looked the Bos'n in the eye, the latter nodded slightly; then the old man turned and said sadly to the orator, "It's all right, Patsy, and sorry am I to say it. Here am I, forty years at sea and never left a ship dry yet; but there is a pint beyond which me man is justified in riskin' his life, and by me reckonin' that pint is pist. Gang on, Patsy, my man."

"Ye know that sh-tan-ner up the wharf. Well, she sails for Singapore to-morrow at daylight, and it's meself has a frind can put us all in the way of a passage. We'll have to hide in the bunkers till she gets away, then it'll be all O.K. It's only a two day's sail, and me thinkin' better than havin' our bones in this ill-gat locality."

The men looked at one another doubtfully. "Ye are shill 'eep in the steamer, Patsy," said the Danish sailmaker.

"In the bunkers, didn't I tell ye?"

"And what-part of de steamer is dat, Patsy?" asked "Sails" in all honesty displaying an ignorance of a steamer's internal arrangements not at all uncommon among old salts.

"Where the coal ships, ye ignoramus. Did ye think it was the shaloon?" was the scornful reply.

"And what shall we eat, Patsy?"

"Atel! Atel! As course, divil the ate ilse is there to me on a sh-tan-ner."

Thus with jibes and cajolery the adroit Irishman talked over the doubters, till all were agreed—all but one, and as he kept his thoughts to himself, Patsy was sure in his conclusion that there was not a dissentin' voice.

The dissent was our friend Peter, and the fears of the fever troubled not at all. For the love of a woman bound him to that pestilential port, and nothing else mattered.

So that evening while the others were packing their sea-bags and putting their scant belongings in order for transport, Peter slipped out unobserved, and crossing the wharf, took the jungle path to Ida's dwelling.

When he returned in the cool of the early morning, the deserted decks assured him before he had stepped ashore that the men had carried their scheme into effect. So Peter, feeling no sorrow but only a great relief, went boldly into the galley—a proceeding which would certainly have cost him a broken head at the cook's hands under ordinary circumstances—and lit the fire and made himself a coffee. Then he went into the fore-castle and did what little he could for the invalids.

That day the mate never showed himself; so Peter, for the first time in his existence, had a holiday while on articles. In the forenoon an ambulance party boarded the ship, and by authority of the Port Health Officer, removed the sick men to the military hospital; so that Mate and Peter now remained on the unlucky *Touquin*.

Next morning the Mate appeared on deck, unwashed and unshaven, and bearing every symptom about him of having just arisen from a prolonged debauch. The first man he met was the Stevedore, who soon acquainted him with his strange position, that of a Mate without a crew. He hurried forward to see for himself, and found that the lonely figure of the "ordinary seaman" consoling himself with the strains of a leaky melody on the fore-castle head.

For a moment he gazed in dismay round the decks, then his jaw fell, and with a dead look on his face he returned to his cabin. The shock, however, did him some good; for on occasion again became hopelessly incapable through liquor. So when the discharging of the cargo was completed, which was on the third day from that on which the crew deserted, and the ship was notified by the Harbour Master to proceed to an anchorage, he was able to make the necessary arrangements and take charge of the operation.

So the *Touquin* was towed clear of the fairway, and came to an anchor in the "rotten-row" of that port, between an ancient mastless hulk and a brig-tigger, a once-proud vessel that eighty years ago had been the pride and emerald of the East India Company. But when off struck Peter was that the ship now lay directly in the mouth of the creek that flowed past Ida's dwelling.

Then followed a period of what appeared to Peter as perfect days. In consideration of his performing the duties of night watchman, the Mate troubled him not with work beyond the performance of a few menial offices. Every evening when darkness cloaked the still waters with its veil, Ida paddled herself off to the ship in a little "dug-out," and Peter, having and his "chickadee," shinned down and joined his love.

Every day the sun shone, and all day Peter could lie on his back in the shade of the deck

house watching the hawks and vultures wheeling and swooping against the turquoise sky, and listening to the chatter and a reech of the feathered tribes in the forest less than a quarter of a mile distant. As the lovers got bolder Ida would board the ship; and in his love's soft arms, and with the dream beauty of the Malay night all about him, and the mellow music of the guard-ship's band wafted to him across the shadowy waters, what wonder that Peter, the over-worked, ordinary seaman, concluded that life had nothing more of joy to offer.

The weeks passed; ships came and ships went; but still the *Touquin* swung to her moorings, till the Mate lost all count of the "turns" in the sadly twisted cables, and the Officers of the passing Netherlands India Packets took to pointing her out to the passengers as one of the sights of the port, the ship whose crew were all dead of malaria.

One morning the Mate was about earlier than usual; and in the freshness of the dawn, he was sitting with Peter on the fore-castle head. Luckless Peter, who was entirely taken aback, the Mate was in a good humour, and passed the thing off with a chuckle, and a young sailor. The Mate then passed away aft, but not before his practised eye had noted the dusky charms of the pretty Javanese, having cultivated, like most merchant seamen, a most catholic and cosmopolitan taste in beauty; but his departure did not quite remove the feeling of uneasiness that the girl had aroused in Peter's unsophisticated bosom. So thereafter, Ida, while not obtruding herself on the Mate's notice, came and went at will.

Such was the state of affairs on the *Touquin*, when one morning Peter awoke feeling a great weight on his chest, his throat parched and furred almost to the point of choking, his temples throbbing on his hard pillow, and a complete lassitude enslaving his hot, dry limbs. Much troubled he arose and staggered to the water cask; but after a long drink could only drag himself wearily back again to his bunk, knowing that at last the dreaded fever had him in its clutches.

For the first few days Ida attended him assiduously, fanning his hot face and bringing him fruit and strange delicacies of her own making to tempt his appetite. The Mate also, in his turn, exercised what little of the medical art he knew. But still Peter made no progress towards recovery, but, afflicted by the curse of the fever, a round of strange thoughts chased one another in his restless, weary brain. Then one day it seemed to him that there was a something of restraint about his attendants; then the Mate's visits became shorter and further apart, and a certain petulance, where had been but sweet watchfulness and thoughtful attention, manifested itself in Ida. Then the demon of jealousy shot his merciless shafts into Peter's poor, overburdened brain, and a great hate drove out all sense of suffering.

That night the moon rose early, flooding the empty decks of the *Touquin* with a sea of silver light, on which her high bulwarks and homely deck-houses and fittings were mapped out as continents and islands and promontories in purple shadow. A slush-lamp flickered and smoked in the fore-castle, and a bright light shone in the saloon, and from the open door came a sound of voices and laughter.

The light from the fore-castle was obscured, and a gaunt figure blocked the doorway and stood blinking stupidly at the moon. Then a woman's laugh floated out on the fragrant night, and with a muttered curse, the watcher pulled himself painfully over the doorstep and, sniggering to the bulwarks, commenced, resolutely to work his way aft. In time, and after many pauses, he came to the poop and climbing wearily up the ladder, crawled to the open skylight.

The rays of a silver hanging lamp lit up the scene below. The Mate, already far gone in liquor, was lolled back in a cane chair he had brought into the saloon for his greater comfort. On the table by his side, swinging her bare brown feet, sat Ida, one arm passed about the Mate's neck in a half caress, while her other hand manipulated a row of shining silver rings on the polished mahogany. The Mate was taking his first lesson in the numerals, and the row of coins were Ida's abacus. *Satu-dua-tiga-empat-lima* repeated the Mate, solemnly, straining his bemuddled faculties; when, with a peal of merry laughter, his insatiable hunger arms about his neck, buried his snout in his ample flaxen beard, and wrapt him round with the midnight glory of her tresses. Then the watcher above turned away with a groan, and found his way instinctively to his bunk, his fever-stricken brain seething with hate, and wounded self-love, and dreams of vengeance.

For yet another hour the game in the saloon continued, the Mate helping himself liberally to the contents of the gin bottle. Then the spirit gained the mastery, and the Mate, whose fathomless depths glowed a baleful light of expectancy, an observer would have concluded that he also slumbered.

Midnight was at hand when three gentle taps from without vibrated through the ship's hull. Still the girl never moved; only a sigh of relief fluttered the snowy *habaya* on her bosom, and a fiering smile parted for a moment her red lips. Still the sleeper snored on steadily.

Then, without a sound to give warning of his approach, there stood within the circle of the silver light, a pale, naked except for his waistcloth, his skin shining like burnished copper from the oil with which he had anointed himself, and in his hand the weapon beloved of his race, the deadly wavy-bladed kris. So for a moment he stood in the dim light, a statue in bronze. The woman never moved; only her eyes, like those of a faithful, well-trained dog, sought her master's and from her parted lips issued a low, hoarse, guttural cry, as if the man stooped; there was a flash of steel, and a great stain on the pyjama jacket that covered the broad breast of the sleeper. The murdered man sprang upright, but even as he opened his lips to cry out, his spirit passed, and he collapsed on the floor, stabbed through the heart.

Quickly but silently the murderer ransacked the saloon and the adjoining cabins; the small sum of money that the mate had received from the Agents to meet the ship's expenses, and which the unfortunate man had shown to Ida, being to them an ample fortune. Having collected everything of value, they lifted the dead body from the floor and placed him in a natural position in his chair, and then slipped noiselessly away.

Meanwhile, in his bunk in the suffocating fore-castle, the beleaguered and forsaken "ordinary seaman" tossed and cursed despatchedly. Ten times in an hour he would start up in his bunk, hate supplied the strength he had been robbed of by the fever, and clutching his sheath knifed convulsively, stagger to his feet crying to heaven for vengeance. Then the fever would die out, the fever would claim him again; and shaking pitifully from head to foot, and weeping like a little child, he would tumble again into his reeling couch, and seek to bury his misery in slumber. But it was not to be.

So at length, after many of these paroxysms, and when the night was far gone, he arose and in his eye glowed the unholy light of delirium, and a new strength upheld him, for all his being was possessed by a terrible resolve. "Kill the Mate!" cried out the Demon within him. "Kill the Mate-kill him-kill him!" said the blood-red moon. "Kill him-kill him!" mocked the staggering, drunken stars. And then, how it came about he knew not, but there—there was his enemy sitting before him delivered into his hands asleep. Again the voice within him cried out for blood; and with frantic energy he drove his knife again and again into the body, till beneath the violence of his blows it sunk from the chair and slithered inertly to the floor. He started back; his head upset the hanging kerosene lamp; and he would have been in darkness but for a blue flame that flickered softly across the floor and fanned about the ghastly features of the murdered man. Then for an instant the knowledge of what he had done must have been vouchsafed to his beleaguered mind; for, with a cry of horror, he rushed from the saloon; sprang over the bulwarks; and, after a few feeble strokes, sank beneath the moon-kissed waters.

Half an hour later the guard-ship's bugle roused the sleeping harbour. A red glow that shamed the pale moonlight lay over the outer anchorage; the *Touquin's* poop was spouting flame and sparks; and the cracked bell of the old brig moored next to her clanged furiously. Two boats from the war-ship pulled leisurely down to the burning craft, and lay on their oars watching the progress of the conflagration. After a time, seeing that the fire showed no signs of spreading, the Dutchmen boarded her forward. They found an empty fore-castle, a deserted ship; for the flaming poop guarded well its secret. Hardly had they left, when the mizen mast and yards crashed down into the flames; a cloud of sparks shot up into the still air; and an hour later the fire had died out, the crimson glow had faded from the sky, and the moonlight again held in unvaried thrill the solemn forest and the sleeping sea.

It was the dull gray hour before the dawn. Beyond a wall of densest undergrowth stretched a narrow beach of hard, black sand, on which the coarsely clad figure of a dead man rose and fell unheeding to the pulse of the incoming tide. The undergrowth parted, and a woman of the land moved swiftly across the beach and stooped over the corpse. For a moment with deft fingers she searched his raiment; then she stood upright, and with a little laugh, held her hand above her head, and the dawn's first rays found in her hand a silver coin. Then again the bushes parted, and a man joined her on the shore. He muttered word; the coin changed hands; the man strode off; the woman followed, and with easy swinging stride, the two passed away up the beach, and into the glory of the sunrise.

IN ROYAL HOLYROOD.
ANCIENT GLORIES WHICH KING EDWARD VII. WILL REVIVE.
The news has flown from mouth to mouth. The North for once has bang'd the South; The dell a Scotman's die o' drowth—Carle, now the King's comey!

So ran a local effusion when last a King held royal functions within the long-neglected walls of Holyrood Palace. That monarch was George IV., and there are indications that his example is to be followed at no distant date by Edward VII.

The palace, as already announced, is about to be renovated and the accommodation of the apartments increased. The past glories of Holyrood are evidently about to be revived. The night of the 14th, when the King, George IV., spent at Holyrood in 1822, was attended by a succession of brilliant ceremonies, the like of which Scotland had never before nor has since witnessed.

The royal progress from Leith to the palace was performed with great pomp and circumstance.

"I have been a seeker of sights all my life," says an elegant writer who saw the procession. "I have seen an army marching over mountains; I have seen a bombardment at night; I have seen a whole city startled from its sleep by the news that the enemy was at hand."

Yet above all these—in all but the pain of interest—was the progress of George IV. to the palace.

Another contemporary chronicler tells how, when his Majesty reached the palace, he drew Lord Lynedoch to one side and remarked, "I had long heard that the Scots were a proud nation, and they have reason to be so, for they appear to be a nation of gentlemen. I myself am proud of them."

The first Levee at Holyrood was attended by over 2,000 representatives of all that was best and noblest in the country. The King was dressed in Highland costume, and it was noticed that he occasionally smiled at his unaccustomed attire. The King's Drawing Room was an even greater function. Two thousand six hundred persons were present. One of them has recorded that "in several instances the rough but manly Highlanders approached his Majesty with the frank greeting of loyal subjects rather than with the grates of finished courtiers. The King was occasionally amused by the contrast, and would have laughed heartily had he not been a king."

The most impressive of all the fortnight's ceremonies was the procession through the city, though it was marred considerably by drenching rain. Subsequently, though the showers still fell, the King stood on the castle wall while the guns thundered out salutes and the assembled multitude cheered him to the skies. Some solicitude got over, "Oh, never mind," he replied, "must cheer the people, and taking off his hat he waved it repeatedly over his head, giving the loyal cry, 'God save the King!'"

It was with universal regret that Edinburgh bade farewell to its royal visitor. The Edinburgh of to-day will have to bestir itself if it reception of Edward VII. is to equal that accorded to George IV.

The associations of Holyrood, however, are not all of a joyous nature. Within its now voiceless halls have been enacted some of the greatest dramas of history. The rooms appropriated to the Hereditary Keeper of the Palace were those in which Queen Mary resided during the period so fatal to her peace and fertile in the perpetration of crimes—the murder of Rizzio, her secretary, and the more mysterious, though not less cruel, slaying of her husband, Darnley.

The Queen's bedroom remains to this day as it was when she occupied it. The walls are hung with tapestry, half concealed behind which is a small door leading to a secret stair, used daily by the Queen when going to and from the chapel in the abbey. It was by this secret stair that the assassin of Rizzio entered the royal apartments while the Queen was at supper, and dragging him from Mary's presence, stabbed him fifty-six times.

The spot where Rizzio was slaughtered is still full of interest for the sightseer, and is kept as near as possible in the condition which it must have presented before the fatal day that made it historic.

A CLUE FROM A MANUSCRIPT.

Amy Shipton sat at her editorial desk, with letters and manuscripts unopened before her. A day dream had taken possession of her for five minutes past ten, a.m. Most wrong of course. But, somehow, she could not help it. And the word "Bernard" glowed before her mind's eye and kept her dreaming.

Was it weak of her? She had asked herself that question a hundred times in the last month, quite a hundred times. The answer seldom differed. It was weak, undoubtedly; she had no guarantee that his character was any better than of old; he had insulted her bitterly, bitterly; and yet she loved him.

And in a few hours she was to put her hand in his and introduce him to her Aunt Graham—the very demure old lady of Clapham, with whom she now lived—introduce him formally as the bridegroom of her election.

"What! Asleep, my dear young lady!" It was only her genial employer, Mr. Burgess, the proprietor of the *Monday Morning*. He had looked into the office at an unusual hour, and caught her day-dreaming.

For a while Amy worked and forgot her own affairs. Letters were opened and noted. So were certain of the manuscripts. Others were set aside to await another opportunity. There were so many of them, and some were so deprecatingly ridiculous.

The undercurrent of happiness in her was vigorous all this time. Weak she might be, but it was better to be weak and happy than strong and not happy.

So she argued faintly when the thought of her personal affairs again came to the front. At one o'clock she left the office, with sunshine in her brown eyes. He met her at the Fleet Street corner, and drew her arm into his with the confidence that was an unfailing feature in him.

"Time for the busy bee to gather a little honey, eh?" he said. "Yes, dear, I am hungry," said Amy. "And isn't it a terrible thing that we can't be away from this smoky rattletrap of a town, among the greening April meadows?"

Terrible fiddlesticks, Amy. And what language, my dear! Stolen from some school-girl's contribution, I hope."

She flinched. "Ah! it was a pity that at such a moment, on the threshold of the most eventful moments of her life she should allow even so casually to the tender simplicity of the mere schoolgirl."

"What's the matter, sweet?" he asked quickly.

"Nothing, Bernard."

"Oh, but I know better. You're such a highly-strung modern production, my Amy. Couldn't hide your feelings to save your life."

She felt that too, at any rate. But she did her best to show that she could be a dissembler, then she tried. She laughed, and his doubts fled.

They ate a mayonnaise of salmon together in a corner, and he whispered details of the bliss that would soon be theirs. They went to Geneva, Switzerland in June, and she was to come to the top of her bent while he rowed her about blue lakes and jodelled on the white mountains to give her pleasure.

Afterwards they sat together for a quarter of an hour in the Temple Gardens.

"I can scarcely believe it is all true, Bernard," she said, looking at him with unmistakable affection. "I never hated Lily for taking you from me, but I did grudge you to her."

"Don't talk about Lily again, dear," he said almost sharply. "The dead are dead. We others who are alive have our own game to play. You're a queen to her."

"And yet, dear, you threw me over to marry her."

She said it smiling though with a little pucker of contented perplexity on her brow. "Yes," said he, "but you forget I was engaged to her first of all."

Was she likely to forget it? She said nothing, but smiled on, and in a flash the scene of her introduction to Bernard Lloyd was before her. Two eager girl students of Oxford in a railway carriage; enter a young man with a "joyous" "Well, who'd have thought it? What luck!"

A surprising embrace followed, which the blushing Lily explained by saying, "This is my secret, Amy. I'm engaged. Allow me, Bernard, to introduce you to Amy Shipton."

He seemed to remember. He looked at his eyes fastened upon her, as he said, with reverence that may or may not have been feigned, "Humble greetings to the Crumpton heiress."

That was their meeting. Of the six following years the less said and thought the better. The Crumpton heiress came near breaking Lily Stephens's heart by yielding to the fascinations of this irresponsible, young undergraduate of Magdalen. But Lily's heart mended easily by-and-by. The Crumpton inheritance proved a bladder. Amy went forth to battle with the world, trying her hardest to believe that Bernard was not more brute than when he begged her not to mind if he returned to his first love. She (Amy) was strong, and could bear disappointments that would crush Lily. And it was his manifest duty besides.

Of course, it was only a detail that Lily, as a wife, would bring £500 a year for the domestic pot.

"You worry me cursedly, sweetheart, by suggesting that it was anything but the principle of the thing, and so on, that made me marry her," he added.

"Don't speak like that Bernard."

"Well then, my dear, don't force me to. But, considering it," (he laughed irresistibly) "we're quarrelling like sparrows!"

They made it up like wise human beings. Amy Shipton went back to the office with joy bells ringing in her heart. People often kiss each other in the Temple Gardens.

"Waterloo at five!" was Bernard Lloyd's last words to her as she turned from him radiantly.

Then a hungry, even wolfish, look came to his face, and the wrinkles of guilt and anxiety re-formed about his eyes. He put on ten hard years in ten seconds.

"Now then," said Amy, taking up one of the long envelopes left over from the morning. A smile still lingered on her lips. But the smile froze in a moment.

"It can't be!" she whispered, as she looked for the signature of the letter in her hands. "Of course not!"

She whispered it more than thankfully when she saw the words, "Yours sincerely—Beatrice Deloraine."

As for the letter, it was commonplace. "11, Eldborough Street, Clerkenwell. "Dear Sir,—Please to give this little story your kind consideration."

That was all. The underlined "please" was rather touching, but, as a businesslike editor, she could not allow herself to be prejudiced by it.

Her heart was still agitated when she took up the manuscript, which accompanied the letter. The title, "Man or Monster?" was alarming, not at all a good start, indeed. But all too soon Amy was engrossed in the story—fearfully engrossed. Several lines copied to her forehead, and her breath came and left her in gasps. By-and-by the perspiration stood on her face. Once she laid the manuscript down and said, "Oh, God!" as if she were

praying. But she took it up again, and read it to the end.

Then she gave way altogether. Her ribs were distressing to see, though there was no one present to see them.

A feeble glimmer of hope flashed to her after a time.

